

CLASSIFICATION SECRET
NOFORNCOUNTRY East Germany REPORT TOPIC Bautzen - Litten Airfield

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EVALUATION PLACE OBTAINED

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DATE OF CONTENT

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DATE OBTAINED PREPARED 5 August 1955

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REFERENCES PAGES 5 ENCLOSURES (NO. & TYPE) REMARKS

This is UNEVALUATED Information

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1. The following air activity and aircraft were observed at Bautzen - Litten airfield between 21 April and 2 July 1955:

21 April. Between 0900 and 1600, several Yak-11s crossed over Bautzen Litten 16 times. 25X1

22 April. Between 1000 and 1630, it was heard that several Yak-11s crossed over the town 18 times.

23 April. At 0700, two Yak-11s were observed in an element of two. 25X1

28 and 29 April. Between 0900 and 1700, there was intensive air activity with Yak-11s at Cottbus airfield.

2 May. At 0700, it was heard that two Yak-11s made local flights. No further air activity was observed at Cottbus airfield.

9 May. Between 1230 and 1400, a total of 10 Yak-11s individually circled over the field. Between 1400 and 1500, it was heard that several Yak-11s crossed over the town 4 times.

12 May. Between 0800 and 1500, individual circuits were observed.

17 May. Between 0600 and 1400, it was observed from a distance that aircraft crossed over the field 20 times. At 1700, two Yak-11s landed at the field.

18 and 19 May. There was no air activity.

20 May. Between 0630 and 0700, 11 Yak-11s crossed over the town. Between 1700 and 1830, 5 Yak-11s landed at the field.

24 May. At 1400 and at 1845, one element of two Yak-11s each crossed over the town.

25 May. Between 0630 and 1600, several Yak-11s crossed over the town 25 times individually or in formations. At 1700, it was observed from the town of Bautzen that one Yak-11 practiced aerobatics including loops and rolls.

26 May. Between 1400 and 1700, several Yak-11s crossed over the town 16 times.

FLASH (30)

27 May. Between 0600 and 1700, several Yak-11s made local flights.

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1 June. At 0700, one Yak-11 practiced aerobatics, including steep turns, six loops, and four rolls, over the town. During the day, aircraft crossed over the town 20 times. Between 1215 and 1230, six Yak-11s landed at the field.

2 June. During the day, aircraft crossed over the town 14 times. At 1230, 5 Yak-11s were observed flying in elements of two which headed toward the field.

7 June. Between 0730 and 1400, there was air activity by Yak-11s, which crossed over the field 18 times. Between 1015 and 1120, one Yak-11 made aerobatics over the town.

9 June. Between 0800 and 1930, several Yak-11s made local flights. At 1715, a formation of four Yak-11s crossed over the town flying in a westerly direction. At 1845, a formation of four Yak-11s crossed over the town coming from a westerly direction. At 1930, one Yak-11 landed at the field.

10 June. Between 0700 and 1400, several Yak-11s crossed over the town 10 times.

11 June. Between 0700 and 1530, there was intensive air activity at Cottbus airfield. It was observed from a distance that aircraft crossed over the field 11 times in the morning. Between 1230 and 1530, a total of 20 flights was counted. Formation flights were made and aerobatics were practiced.

14 June. Between 1500 and 1930, several Yak-11s crossed over the town 21 times.

15 June. Between 0900 and 1700, several Yak-11s crossed over the town 15 times. Between 1700 and 1930, 10 local flights were made.

16 June. Between 0630 and 1930, there was intensive air activity. A total of 33 local flights was observed.

17 June. Between 0600 and 2000, there was intensive air activity. At 0700, one Yak-11 practiced aerobatics over the town including two loops and four rolls. At 1230, a formation of four Yak-11s was observed. At 1715, three Yak-11s in echelon to the right crossed over the town area heading in a westerly direction. At 1945, the same formation crossed over the town in the opposite direction. Because of the low altitude of the aircraft, it was observed that two Yak-11s had a blue propeller hub and one a red propeller hub.

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18 June. Local flights were observed between 0600 and 1615. Until 1230, 15 local flights were counted from the town of Bautzen. Between 1550 and 1615,

A total of 18 Yak-11s were counted at the field.

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19 June. There was no air activity by Yak-11s. Between 1600 and 1800, gliding was practiced by 1 SG-38, 1 Baby, and 1 Zoegling.

21 June. Between 1130 and 1600, several aircraft crossed over the town area 11 times.

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23 June. Between 1500 and 1700, aircraft crossed over the town 6 times. Between 1730 and 1900, 10 local flights were made.

24 June. Between 0800 and 1700, it was observed that Yak-11s made one flight in an element of two and crossed over the town about 17 times.

25 June. Between 0600 and 1400, there was intensive air activity by Yak-11s.

26 June to 2 July. There was no air activity.

28 June. At 0900, one Yak-11 took off. ¹

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2. On 12 May 1955, two trucks with an estimated capacity of 4,000 liters were observed proceeding toward the airfield in the early afternoon. These two trucks apparently came from the fuel depot of the former Derunaft which was located at the town exit on the road toward Gross-Postwitz. It may be assumed that Bautzen - Litten airfield was supplied with fuel by the depot mentioned, because there was no spur track leading to the field. ² 25X1

At 1930, on 9 June, when air activity was stopped, a truck occupied by 14 men, 1 radio truck, 1 ambulance, 1 sedan, and 2 trucks were observed leaving the airfield in the direction of the town. In addition to repair shop truck [] tank truck [] bus [] and radio truck [] which had three red, yellow, and green lamps fitted above each other at the right of the driver's cabin, 25X1

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3. The following air activity and aircraft were observed at Bautzen - Litten airfield between 10 and 31 May 1955: 25X1

10 May. [] aircraft covered with tarpaulins were parked near the [] tower and 15 aircraft were parked in front of the hangars. About 60 soldiers were observed near the hangars. There was no air activity.

12 May. At 0740, formation flights were practiced. Four Yak-11s flew over Weissenberg at an altitude of about 200 meters heading toward the north. The interval and distance between the individual aircraft was two wing spans and one aircraft length respectively. At 1400, a Yak-11 and a Yak-18 landed individually at the field and were parked separately. A total of eight aircraft were seen on the field. At 1500, two march columns each of 40 men without weapons fell in near the temporary building with tower. At 1600, a total of 15 aircraft was counted at the taxiway and four take-offs were observed. At about 1530 and 1600, two trucks [] each occupied by about 32 student pilots, were seen moving from the airfield in the direction of Husaren-Kaserne. Transportation of student pilots from and to the field was also observed during daytime. 25X1

13 May. Local flights were observed and up to 10 aircraft were seen aloft. In addition to individual take-offs, two take-offs in elements of two were observed. Two aircraft took off side by side while the next element of two took off at a distance of 500 meters. The four aircraft assembled in one formation heading west. After half an hour, the formation of four Yak-11s returned to the field and disassembled. The aircraft landed individually. At 1830, several aircraft were still aloft. 25X1

Six trucks, 2 tank trucks, 2 sedans, 1 radio truck with glass cupola, and about 80 men were observed at or near the take-off point. Aircraft [] were seen. 25X1

25 May. There was intensive air activity flying in formations and local flights. Three formations of 4 Yak-11s each left the field in various directions and were aloft for about 15 minutes. Take-offs and landings were performed at short distances. Aerobatics including loops and rolls were practiced.

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31 May. At about noon, 6 Yak-11s covered with tarpaulins were parked near the temporary building with tower while 10 Yak-11s were parked after another in front of the hangars. About 50 men were employed in training. No air activity was observed. was not established. Two trucks were parked at the edge of the taxiway.

4. At 1400 on 12 May, a four-mast antenna, about 5 meters high, was erected in a square in addition to two single-mast antennas, each about 6 meters high, near the temporary building with tower. 3
5. In early May, VPL uniforms were evidently observed at Husaren-Kaserne. Soviet officers including one lieutenant colonel and were seen. Husaren-Kaserne was apparently fully occupied with approximately 450 soldiers including 150 to 160 student pilots. Apparently new students had arrived at the barracks installation because the number of personnel appeared to have been increased and present air activity was apparently being conducted by beginners. The sentries at the gate of Husaren-Kaserne wore VPL uniforms with blue collar patches and 10 officers, the members wearing uniforms. 10 officers including two Soviets wearing VPL uniforms were often observed leaving Husaren-Kaserne.

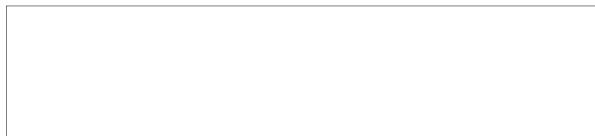
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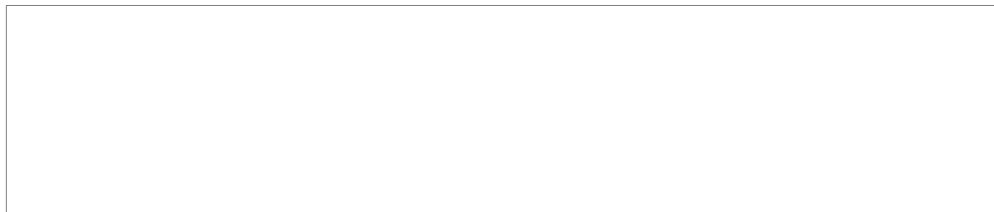
7. On 11 June, intensive air activity by Yak-11s including local flights and flying in formations of two and four was observed at Bautzen - Litten airfield. Formation flights were made at an altitude of about 600 meters. Aerobatics including loops and rolls were practiced at an altitude of 800 meters. On 12 June, air activity by Yak-11s was observed during the daytime.
8. The former Husaren Kaserne at Kaeth-Kollwitz Strasse and the edge of Stralauer Strasse in Bautzen appeared to be fully occupied by members of the Aeroclub Bautzen. 4

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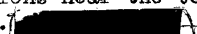
On 8 and 9 May, an electrical truck with attached fuel container was observed at the yard of Husaren Kaserne.

1.  Comment. Bautzen - Litten airfield is believed to be still occupied by the 2nd and 3rd Bn of the Aeroclub Bautzen and the 3rd Tech Base of the VDA. Training activity was intensified. About 22 aircraft were counted at the taxiway.


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2.  Comment. The fuel depot of the airfield is located in the corner of the airfield area and has no spur track. This depot ~~sh~~ normally be supplied with fuel by railroad tank cars mounted on designed for road transportation. 

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3.  Comment. The radio installations near the temporary building with tower have been reported previously. 

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4.  Comment. Observations were made at the military post agree with previous information.

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